



#105 Jay McClanahan, 1972 MG Midget; #15 Gary Reed, 1967 MG Midget.

photo by Paul Valentine

# CVAR Marvelous May Races

## Eagles Canyon Raceway, TX

May 17-19, 2013

— story by Don Gwynne

Great weather and the Third Annual British Small Bore Festival (BSBF) feature race made CVAR's 22nd Annual Marvelous May Races a solid success.

The **BRITISH SMALL BORE FESTIVAL** feature race on Saturday saw 33 under 3-liter, closed-wheel British cars entered, with 26 actually coming under the Starter's orders. All the BSBF drivers behaved on the start and showed true CVAR spirit throughout the 20-minute feature race; no incidents. Some cars still sported their inaugural BSBF stickers which read "British Race Cars Don't Leak Oil — They Just Mark Their Territory."

Jay McClanahan won the BSBF feature race driving his metallic orange #105 Spridget, after leading every lap. Thus ended the winning streak of Chalmer McWilliams, who won both prior BSBF events driving his Lotus cars. Pole sitter Bill Gardner, driving his #45 Spridget, chased the leader valiantly after he got past Ben

Hertzog's white & red #5 Lotus Elan on the second lap, but just couldn't catch the speedy McClanahan. Gardner finished second overall, 11.8 seconds in arrears. Bill Haga started in third position with his green #6 MGB, and ran there most of the race, including the finish.

CVAR Formula Junior racer Jim Sharp generously underwrote the cost of Saturday night's dinner and BSBF awards banquet — thanks, Jim! The BSBF winners, on the other hand, all got the shaft — specifically, British camshaft plaques! Jay's father Jack McClanahan received the first place camshaft trophy in his son's absence. BSBF organizer Steve Coleman received many congratulations and thanks for successfully coordinating his third Under 3 Liter British Small Bore Festival event. Rumor has it that a full-scale invasion of Triumphs may be in the works for next year's BSBF event at Eagles Canyon.

In addition to the BSBF event, entrants enjoyed a full weekend of racing, with two 15-minute heats on Saturday, a 15 minute heat Sunday morning, followed by 20-minute races Sunday afternoon.

The first Sunday afternoon points race produced a rather small field of six **GROUP 1** (AP, AS and FIA) cars. Six more were entered, but didn't compete for one reason or another. George Kopecky sat on pole with his FIA black #97 Porsche RSR, with Seth Higgins' FIA blue #31 Porsche RSR alongside. Bob & Jim Caudle made up the second row, both driving A Production Corvettes. The third row was occupied by the A Sedans of John Fershtand

and Steve Coleman. Bob Caudle's thundering Corvette was able to get by Seth Higgins' nimble Porsche by the end of the first lap, and by the end of the second lap, had taken the lead from Kopecky, never to relinquish it. Kopecky won the FIA class, and John Fershtand's blue #47 Boss 302 won A Sedan.



photo by Paul Valentine

#88 Alfonso Tomita, 1973 Porsche 911T; #30 Michael Stephens, 1972 Alfa Romeo Spider Veloce.

The **GROUP 3** Formula Vees put on a good show. Polesitter John Ridings led the first two laps in his copper #57 Zink C4, only to lose the lead to Dwight Calkins on the third lap. Calkins, in his red #87 Lynx B, never looked back, and led the rest of the way to the win. Bill Griffith in his black & silver #33 Warrior worked his way from fourth on the grid up to second overall by the finish, just less than 5 seconds behind Calkins. After starting in third spot, Jim Yule made it up to second by the seventh lap, only to go four off, requiring a pit lane visit. Then the tricky pit exit left turn at Eagles Canyon caught him out. After earning the "Hard Luck" award at Hallett for a



photo by Paul Valentine

#44 Robert Rodgers, 1980 Abarth 33; #32 John Breidenbach, 1968 Lotus 51B FF.

brake drum failure, this was like adding insult to injury. Jim naturally took a bit of ribbing, but handled it well. Everyone was glad to see Novice driver Willis Murphey back driving the R/W/B Bigger Hammer #36 Caldwell. Willis finished sixth.

Third race of the afternoon was for **GROUP 2** (EP, FP and CS) cars, and it produced one of the best battles of the weekend. Jay McClanahan started on pole in his F Production orange #105 MG Midget, but at the end of the first lap, it was Mike Floyd's E Production yellow #614 Porsche 914 in the lead. By the fourth lap, however, Bill Gardner had muscled his way into the lead in his blue #45 A-H Sprite. For the next several laps, the lead changed back and forth between Gardner and McClanahan, and chatter on the race net was that the finish would be very close. Unfortunately, Gardner had suffered an alternator failure, and his battery ran out of electrons on the last lap. As a result, the overall and FP win went to McClanahan and second place in both categories fell into Pete Sandy's lap in his white & blue #04 Bugeyed Sprite. Scott Brady won E Production with his third overall finish in his blue #14 Abarth 124 Spider. Sam Partin took an unopposed win in C Sedan driving his red #44 Alfa Romeo GT Junior, ahead of ten EP and FP cars.

The historic **GROUP 4** (FJR, VA, VB, VC and CM) saw only five cars come to the grid, out of twelve cars entered. Pole sitter Jim Sharp led the race from green to checker, driving the very same Cooper T-56 Formula Junior that his father Hap raced at the beginning of his own career. Sharp's Cooper is in its correct white livery bearing the historically correct #95. Too



photo by Rich Milne

**#44 Jeff Norris, 1964 Lola Mk I; #95 James Sharp, 1961 Cooper T-56 Mk II Formula Jr.**

cool! Jeff Norris started in second place, and finished there too, driving his black #44 Mk1 Lola to win the CM class. Third, fourth and fifth overall established the VA, VB and VC class winners, respectively. Earl Zwickey's yellow #20 Ginetta G-4 won VA. Christel Kuehnhoefler's white (ex-John Page) #61 Alfa Romeo Spider Veloce won VB, and with this race, she finished her Novice requirements, and enjoyed the ceremony of removing the "X" from the rear of her car. Gary McFarlane won VC driving his white #91 "Thunderbug."

The **GROUP 6** race for FA, FF1 and FF2 saw five cars come to the grid, while six other entrants didn't for various reasons. Angus Lemon started on the outside of the front row, and led the first three laps in his FF1 purple #86 Merlyn Mk11a. After that, Trevor Bond led to the finish to take the overall and FF2 win in his green #98 LeGrand Mk 21. Jeffrey Carr enjoyed a third overall and second FF2 finish in the race that finished his Novice requirements, so another "X" on the rear of a car bit the dust. Behind Carr, Robert Rodgers' red #44 Abarth finished ahead of John Slade's red #38 March 722 to win the FA class.

After the relatively small fields of the prior races, the large **GROUP 7** field was good to see. Fourteen cars came to the grid, but again, an equal number of entrants failed to do so. This may have been due to it being the last race of the day and the long tow home to south Texas for many of the entrants. In any case, Richard Reeves started in second, but at the end of the first lap it was he who led the race in his orange #78 Porsche 914-6 all the way to the end for the overall and CP win. Skip Duplissey chased hard all the way in his green #71 Porsche 911T, but finished about 4 seconds behind Reeves for second overall and second in CP. Michael Stephens scored a brilliant DP win in third overall in his red #30 Alfa Romeo Spider Veloce. Behind Stephens were four more CP Porsche 911's, then the B Sedan winner Don Gwynne driving the white #89 Ford Escort.

Thus commenced CVAR's summer break, with the next race scheduled for 6-8 September 2013 at Texas World Speedway in College Station, Texas. This will be a combined three day Driver's School and a regular slate of races. Y'all come!

**BRITISH SMALL BORE FESTIVAL  
PL CL DRIVER/CAR**

- 1 FP J. McClanahan/1972 MG Midget 2:13.465
- 2 FP W. Gardner/1963 Austin Healey Sprite



photo by Paul Valentine

**#80 Jim Kelleher,  
1980 March 80A.**

- 1 EP B. Haga/1964 MG B 2:15.181
- 3 FP P. Sandy/1959 Austin Healey Sprite
- 4 FP P.D. Sohn/1971 MG Midget
- 5 FP S. Barrett/1969 MG Midget
- 1 BS D. Gwynne/1970 Ford Escort Rs1600 2:17.142
- 1 DP J. Frymark/1967 Triumph TR-4a 2:17.091
- 6 FP B. Collins/1972 Triumph Spitfire
- 2 EP G. Curl/1964 MG B
- 7 FP T. Colley/1959 Austin Healey Bugeye Sprite
- 8 FP M. Glass/1972 MG Midget
- 9 FP R. Fisher/1959 Austin Healey Sprite
- 10 FP J. Hovey/1967 Triumph Spitfire
- 11 FP J. Walker/1961 Austin Healey Sprite

- 1 CP B. Hertzog/1963 Lotus Elan S1 Roadster 2:15.592
- 12 FP G. Reed/1967 MG Midget
- 1 VB J. McClanahan/1955 Austin Healey 100-4 2:26.815
- 3 EP G. Blake/1958 Triumph TR-3
- 4 EP K. Barstead/1965 MGB Roadster
- 13 FP S. Coleman/1972 MG Midget

**GROUP 1**

**PL CL DRIVER/CAR**

- 1 AP B. Caudle/1971 Chevrolet Corvette 1:58.995
- 1 FIA G. Kopecky/1973 Porsche RSR 2:00.274
- 2 FIA S. Higgins/1973 Porsche 911 RSR
- 2 AP J. Caudle/1969 Chevrolet Corvette
- 1 AS J. Fershtand/1969 Ford Mustang 2:08.273



photo by Chris Smith

**#67 John Frymark,  
1967 TR-4A.**

- 2 AS S. Coleman/1965 Ford Mustang
- GROUP 3**  
**PL CL DRIVER/CAR**
- 1 FV D. Calkins/1972 Lynx B 2:15.580
  - 2 FV B. Griffith/1969 Warrior



photo by Rich Milne

**#71 Bob Caudle,  
1971 Corvette.**

- 3 FV D. Harrison/1965 Zink C4
- 4 FV J. Ridings/1968 Zink C4
- 5 FV A. Summerville/1968 Zink C4
- 6 FV W. Murphey/1970 Caldwell D-13
- 7 FV J. Yule/1969 Kaimann Formula Vee

**GROUP 4**

**PL CL DRIVER/CAR**

- 1 FJR J. Sharp/1961 Cooper T-56 Mk II Fjr 2:14.421
- 1 CM J. Norris/1964 Lola Mk1 2:18.581
- 1 VA E. Zwickey/1965 Ginetta G4 2:18.394
- 1 VB C. Kuehnhoefler/1965 Alfa Romeo Spider Veloce 2:27.596
- 1 VC G. McFarlane/1961 H-Modified Thunderbug 2:32.504

**GROUP 6**

**PL CL DRIVER/CAR**

- 1 FF2 T. Bond/1975 Legrand Mk 21 2:02.125
- 1 FF1 A. Lemon/1969 Merlyn Mk 11a 2:06.970

- 2 FF1 J. Carr/1969 Caldwell Formula Ford
- 1 FA R. Rodgers/1980 Abarth 33 2:04.720
- 2 FA J. Slade/1972 March 722 Atlantic

**GROUP 7**

**PL CL DRIVER/CAR**

- 1 CPR. Reeves/1971 Porsche 914/6 2:04.471
- 2 CP S. Duplissey/1971 Porsche 911 T
- 1 DP M. Stephens/1972 Alfa Romeo Spider Veloce 2:08.453
- 3 CPR. Kuehnhoefler/1973 Porsche 911
- 4 CP B. Williams/1970 Porsche 911
- 5 CP A. Nigro/1972 Porsche 911



photo by Rich Milne

**#193 Jose Iturbe,  
1972 Porsche 911.**

- 6 CP E. Cullen/1970 Porsche 911
- 1 BS D. Gwynne/1970 Ford Escort Rs1600 2:17.617
- 2 DP J. Frymark/1967 Triumph TR-4a
- 2 BS C. Trifilio/1971 Fiat 124 Coupe
- 7 CP D. Piott/1972 Porsche 914
- 3 BS M. Primo/1971 Fiat 124